(b) whether it is a fact that the revision of the criteria of the family members, decided in the scheme, has been demanded; and

(c) what would be the fate of those who fulfil the mileage criteria but are not in a position to avail the benefit themselves in the event of non-revision of criteria of family members as decided in the scheme?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) As on 30th January 2002, 16,319 citizens have availed the benefit of 'Desh—Videsh' scheme-I launched by Indian Airlines for its domestic travellers.

(b) and (c) Under the Desh-Videsh-I offer, the prize ticket(s) could be availed by the passenger spouse, children, parents, brothers and sisters. The criteria has been revised under the Desh-Videsh-II offer and the prize ticket(s) can be availed by the passenger, family members and/or companion as advised by the passenger.

The revision of criteria was done for the benefit of the travelling public by widening the scope of Desh-Videsh-II offer valid from 16th November, 2001 to 15th February, 2002.

Air Services to Kanpur

4. SHRI NARENDRA MOHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the first Global Conference (Silicon Valley Contingent) held at Kanpur aimed at inviting investments to U.P., has expressed urgent need to restore air service to Kanpur linking it with Delhi; and

(b) if so, when this overdue airlink will be provided especially in view of the massive network of air-linking being launched by the Minister for Civil Aviation coupled with this status of Kanpur being industrial capital of U.P.?

TOE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) Due to inadequate passenger demend and operating crew constraints the flights to

Kanpur were discontinued by Indian Airlines in May, 1992. It is, however, upto the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance with the route dispersal guidelines issued by the Government.

Category III-A landing system at IGIA

5. DR. Y. LAKSHMI PRASAD:

SHRI NANA DESHMUKH:

SHRI K. RAMA MOHANA RAO:

SHRI RAMA MUNI REDDY SIRIGIREDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the new fog landing system introduced at the Indira Gandhi International Airport at New Delhi did not work properly during the begining of January, 2002;

(b) whether it is a fact that Indian Pilots are untrained to make use of CAT HI (A) system; and

(c) the remedial steps taken in the matter to maintain punctuality of the flight timings?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) The CAT-IIIA Instrument Landing System (ILS) installed at Indira Gandhi International Airport, New Delhi has been working satisfactory since the date of its commissioning i.e. 25th December, 2001.

(b) Yes, Sir. Indian Pilots are presently untrained to make use of CAT-IIIA operations. Since the CAT-IIIA ILS at Delhi airport has been commissioned only in December 2001, Air India and Indian Airlines are planning to train their pilots for CAT-IIIA operations.

(c) The operations department of Airlines closely monitor the weather at Delhi, analyses the forecast and re-schedules flights likely to be affected due to visibility conditions in Delhi, in consultation with other concerned departments for the disposal of stranded passengers.